

Mails.

U. S. MAIL LINK.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF RIO DE JANEIRO* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 22nd January, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans, to the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office at San Francisco, addressed to the Collector of Customs at San Francisco.

For further information, apply to the Company, No. 50A, Queen's Road Central.

O. D. HARMAN, Agent.

Hongkong, December 30, 1886. 2485

NORDBEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRISTE, BRINDISI, ANTWERP, BREMER, HAMBURG, POINTS IN LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHERN PORTS TO LAND PASSENGERS AND CARGO.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 24th day of January, 1887, at Noon, the Company's Steamship *NECKAR*, Captain BAUER, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this port as above.

Shipping Orders will be granted until Noon. Cargo will be received on board until 4 p.m. Specie and parcels until 3 p.m. on the 23rd January. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further particulars, apply to MELCHERS & Co., Agents.

Hongkong, December 28, 1886. 2482

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *GAZELLE* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 1st February, at 3 p.m. Connection being made at Yokohama, with Steamers from Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

Return Passage—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 50% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, January 11, 1887. 65

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour—

Anchor, German brig, Captain John Pock. —Schellhass & Co.

Exos, South American ship, Capt. J. T. Soles. —Master.

Inglestone, British barque, Capt. James Hayes. —Master.

Sarah Hingett, American ship, Capt. A. Morgan. —Ed. Schellhass & Co.

Vestura, Spanish barque, Captain R. Estival. —Benedict & Co.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

BOURDEAUX, LE HAVRE, DUNKIRK, ANTWERP.

ON TUESDAY, the 26th January, 1887, at Noon, the Company's S.S. *SAGHLEY*, Commandant HOFFMANN, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and parcels until 3 p.m. on the 24th January, 1887. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required. For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, January 12, 1887. 69

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Jason*, Capt. MILLIGAN, will be despatched at above on WEDNESDAY, the 26th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 20, 1887. 109

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE.

The Co.'s Steamship *W. M. Donn*, Comdr, will be despatched at above on WEDNESDAY, the 26th February.

Attention of Passengers is directed to the superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second-class Passengers are accommodated in the lower part of the Steamer. Refreshing Chamber ensures the supply of Fresh Provisions during the entire voyage.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 20, 1887. 110

SHIPPING.

ARRIVALS.

January 20, 1887.

Independent, German steamer, 871, A. HANWICK, Saigon January 14, Rice.

WILHELM, German steamer, 395, E. Pijper, Walle, German steamer, 395, E. Pijper.

EXPORT CARGOES.

January 20, 1887.

Par S. S. *Kaiser-i-Hind*, sailed 15th Jan. From Hongkong and Canton. For London, 60 bales Fine Silk, 45 cases Silk Piece Goods, 241 bales Waste Silk, 20 cases Bricks.

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Hobbs January 18, General.—WILKES & Co.

Patrocks, British steamer, 1,386, Thompson, Shanghai January 16, General.—BUNN & SWIRE.

Meiji, Chinese steamer, 1,559, J. Warwick, Shanghai and Swatow January 15, General.—C. M. S. N. Co.

Tenry, British steamer, 1,349, Coleridge, Saigon January 10, Rice and Paddy.—ORDER.

Ingabon, German steamer, 783, Napimann, Swatow January 19, General.—BIN CHAN.

China, German steamer, 1,193, P. Hayo, Bangkok January 13, Rice.—YUEN FAR HONG.

Meiji Maru, Japanese cruiser, 1,010, Capt. Allen, Amoy January 19.

Stettin, German steamer, 1,816, F. Warwick, Yokohama January 12, Kobo 14, and Nagasaki 16, Mail & General.—MELCHERS & Co.

Strathclyde, British steamer, 1,236, Broughton, (Japan) Nagasaki January 15, Coal.—JARDINE, MATHESON & Co.

Pu-shan, Chinese steamer, from Whampoa.

China, German steamer, 646, T. P. C. Uderup, Saigon January 15, Paddy.—MELCHERS & Co.

DEPARTURES.

January 20.—

Chinghai, for Swatow and Shanghai.

Thais, for Coast Port and Swatow.

Patrocks, for Singapore and London.

Ingabon, for Singapore.

Kong Bay, for Bangkok.

Caniguan, for Yokohama.

Meiji, for Whampoa.

CLEARING.

Meiji, for Haiphong.

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NOTICE.

THE Wah Tat Po was established in connection with the *China Mail* over ten years ago. The Business has hitherto been leased to Chinese. Since 1881 it has been leased to Mr. TAY YIK KUI, and the LEASE will EXPIRE on the 1st of SEPTEMBER of this year; after which the *China Mail* will take over the Business, and LEASE it to Mr. HO CHUNG SHANG under the same Conditions as heretofore, but the Staff will all be New. A learned and famous Scholar has specially been engaged to take the position of Editor, and new arrangements will be made so as to secure a great improvement upon what the paper was before.

GENTLEMEN who have for years been subscribing to this paper may rest assured that the paper will come to them without interruption and need make no change in regard to it. Referring to the Accounts and for Subscriptions to the Paper, &c., all Debts due to him up to the 1st of SEPTEMBER will be collected by the Old Lessee Mr. TAY YIK KUI; and after the 1st of SEPTEMBER, they will be collected by the New Lessee Mr. HO CHUNG SHANG. This is the usual practice in such cases, and Subscribers are earnestly requested to take the necessary note of the Change of Lessee so as to avoid any mistake in payment.

There has hitherto been only one *Wah Tat Po*, the Office of which is situated at No. 3, Wyndham Street, and it has no Branch Office in any other place.

On the 17th of June, Mr. TAY YIK KUI issued a Notice in an Extra saying:—The Lease of this Office will soon expire, and a good day will be chosen to remove to some other place, and when this Business is opened in the new house, the name will be changed, and it will be styled *Wah Tat Po*, &c., &c. This statement is ambiguous, but it is evident that the intention is to imitate the name of this office, and induce thereby it may easily mislead the readers. Now as Mr. TAY YIK KUI is a Lessee, he may say that the terms of his lease has expired, but it is impossible for him to say the lease of this office will soon expire, for the true name of Mr. TAY YIK KUI's statement would be:—The Lease of the House occupied by this Office will soon expire, and, consequently, it will be removed to another house. And besides, he says 'the name of this Office will be changed and it will be styled *Wah Tat Po*.' From this language it is clear that he does not mean to find out the truth, it seems he has an attempt to pass off a false eye for a pearl.

Now to tell the truth, the *Wah Tat Po* is a New Establishment of Mr. TAY YIK KUI, and has no connection with the *Wah Tat Po* of 1872; and heretofore Mr. TAY YIK KUI has nothing to do with this Office at all, and Gentlemen are requested to distinguish this Office from his Establishment.

The types of this Office have been in use for some years, and it is now arranged that when the Management of the Business is handed over to the New Lessee, New Types will be supplied and will be ready in a short time. The New Editor of this Paper has already elsewhere given great satisfaction in a similar position to all concerned; and as New Types will be made, the Paper will be ten times more legible. It is hoped that Subscribers will kindly keep up their subscriptions, and that Scholars and Merchants will all kindly put their Notices in the paper. This Office under its New Management looks to them for their Patronage and Support; and in order to secure the same this statement is published.

HO CHUNG SHANG,
Chinese Mail.

NOTICE.

IN connection with the above Statement, I beg to inform the Supporters of the *China Mail* and the Public generally that I have leased that Newspaper to Mr. HO CHUNG SHANG, from the 1st of SEPTEMBER; and that the Lease of Business now held by Mr. TAY YIK KUI EXPIRES on the 31st AUGUST PROXIMO.

GEO. MURRAY BALN,
Proprietor,
China Mail Office,
Hongkong, July 31, 1886.

Mr. Andrew Wind,
News Agent, &c.

21, PARK ROW, NEW YORK; is authorized to receive Subscriptions, Advertisements, &c., for the *China Mail*, *Overland China Mail*, and *China Review*.

SAILOR'S HOME.

ANY CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.
Hongkong, July 25, 1878.

CHINA COAST METEOROLOGICAL REGISTER.

Station.	Barometer at 6 a.m.	Therm. at 6 a.m.	Therm. at 12 m.	Therm. at 6 p.m.	Wind.	Weather.	Rain during day.
Manila.	29.85	88	89	82	c	—	—
Hainan.	29.75	68	—	—	—	—	—
Hongkong.	30.05	60	81	88	4	c	—
Amoy.	30.15	62	77	82	4	c	—
Fuzhou.	30.20	52	69	82	3	of	—
Shanghai.	30.18	40	61	75	2	—	—
Nagasaki.	30.15	—	—	—	—	—	—
Wistock.	30.28	—	—	—	—	—	—

Station.	Barometer at 6 a.m.	Therm. at 6 a.m.	Therm. at 12 m.	Therm. at 6 p.m.	Wind.	Weather.	Rain during day.
Manila.	29.98	82	75	88	—	—	—
Hainan.	29.87	64	—	—	—	—	—
Hongkong.	30.17	62	76	80	0	—	—
Amoy.	30.22	57	76	82	—	—	—
Fuzhou.	30.27	47	71	82	—	—	—
Shanghai.	30.23	37	91	82	3	of	—
Nagasaki.	30.20	—	—	—	—	—	—
Wistock.	30.18	—	—	—	—	—	—

The barometer has fallen and gradients for N.E. winds are rather steep. The temperature is moderate, the humidity rather high and the weather overcast.

W. DORRICK,
Government Astronomer.

Hongkong Observatory, January 19.

1. Barometer, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. Thermometer, in the shade in degrees Fahrenheit.
3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. Direction of Wind, to two points.
5. Force of Wind, according to Beaufort Scale.
6. STATE OF WEATHER, in brief, e.g. drizzling, rain, fog, gloomy, hazy, light rain, overcast, passing showers, squally, calm, snow, &c.; visibility, in feet.
7. Rain, in inches, tenths and hundredths.

Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, triple, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though written by hand, do not bear the character of an advertisement or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of a Registered Article for a Union Country may accompany it with a Return Receipt on paying an extra fee of 5 cents. The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

Countries of the Postal Union. The Union may be taken to comprise all civilised countries except the Australasian and Cape Colonies.

Postage to Union Countries.

General Rates, by any route:—
Letters, 10 cents per 1/2 oz.
Post Cards, 3 cents each.
Registration, 10 cents.
Books and Patterns, 2 cents each.
Newspapers, 2 cents per 2 oz.
Comm. Papers, 2 cents per 2 oz.
There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits; Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2.
S. African Colonies:—Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 5.

LOCAL POSTAGE.

General Local Rates for Hongkong, Macao, China, Japan, Siam direct (d), Cebu, China, Tonquin, and the Philippines:—
Letters per 1/2 oz., 5 cents (c).
Post Cards, each, 1 cent.
Books and Patterns, per oz., 2 cents.
Newspapers and Prices Current, each, 2 cents.
Registration, 5 cents.

Local Delivery.

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mails.
2. Invitations, &c. can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the contract place of business.
3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., all of the same weight, to addresses in Hongkong, Bangkok, or the Ports of China, may deliver them to the Post Office unattended, the postage being then charged to the sender's account. Each batch must consist of at least ten.
4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, or he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

Parcel Post to the United Kingdom.

Parcels not exceeding 11 lbs. in weight are received in Hongkong and at British Post Offices in China, for transmission to the United Kingdom by P. & O. Packet via Gibraltar. No parcel is sent with the Overland Mail via Brindisi. Parcels there-fore arrive in London about eight days later than the Mail. Parcels arriving from the Coast, &c., after this hour are kept for the following P. & O. Mail.

The Postage is 25 cents per lb., which includes Registration fee, and must be prepaid in stamps. No further charge is made in the United Kingdom except for Customs dues. No parcel must be more than 3 feet 6 inches in length, or 6 feet in greatest length and girth combined. A receipt is given for each parcel.

The sender must fill up a form of Customs Declaration, which can be obtained free at each Post Office. No parcel can be accepted till this is completely and accurately filled. The only articles ordinarily sent from China, which are liable to duty are Tea, Tobacco, and Gold and Silver plate.

Dangerous or perishable goods, articles likely to injure the Mails, Liquids (unless securely packed) or parcels easily crushed, such as glass boxes, are prohibited. No parcel can be received if its value exceeds \$250. A Parcel may contain a letter to the same address as that of the Parcel itself, or another Parcel to the same address. No other letters are allowed.

With regard to inward Parcels, addressees are requested to observe that the Mail is not opened until the ordinary distribution of letters, &c., is finished. The postage on Parcels at home is 10¢ per lb., the Regulations are generally similar to the above, and the Parcels are sent out via Gibraltar.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.
2. That the letter was securely enclosed in a reasonably strong envelope.
3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it has been lost.
4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.
5. No compensation can be paid for micro damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

Missent or Delayed Correspondence.

When correspondence has been missent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to —, or Received at 7 p.m., or as the case may be*, and forward it, without any other writing whatever, to the Postmaster General. This should be noted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

Chair, Jinricksha, and Boat Hire.

LEGALISED TABLE OF RATES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs.

Half hour, ... 10 cts. One hour, ... 20 cts.
Three hours, ... 50 cts. Six hours, ... 70 cts.
Day (from 9 to 6), One Dollar.

TO VICTORIA PEAK.

Single Trip. Four Coolies, \$1.00. Four Coolies, \$1.50.
Three Coolies, 0.85. Three Coolies, 1.20.
Two Coolies, 0.70. Two Coolies, 1.00.

By Pak-Lai-Lam.

Four Coolies, \$2.00. Four Coolies, \$2.50.
Three Coolies, 1.60. Three Coolies, 2.00.
Two Coolies, 1.30. Two Coolies, 1.60.

By Wandai Gap.

Four Coolies, ... \$1.75.
Three Coolies, ... 1.40.
Two Coolies, ... 1.20.

TO VICTORIA GATE.

Single Trip. Four Coolies, \$1.00. Four Coolies, \$1.50.
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TO THE PEAK CHURCH, AND HOUSES IN VICINITY OF MOUNT KELLET AND MOUNT MOON GOUGH.

Single Trip. Four Coolies, \$1.00. Four Coolies, \$1.50.
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Two Coolies, 0.70. Two Coolies, 1.00.

Returning by other routes will be the same as from Gap.

The Return Fare embraces a trip of not more than three hours except returning by Aberdeen when three hours and a half will be allowed.

For every hour or part of an hour above three or three and a half, each Coolie will be entitled to an additional payment of five cents.

Nothing in above scale prevents private agreements.

Licensed Bearers (each).

One hour, ... 10 cts.
Half day, ... 35 cts.
Day, ... 50 cts.

Tandish.

Quarter hour, 5 cts. One hour, 15 cts.
Half hour, 10 cts. Two hours, 25 cts.
For every hour or part of an hour 10 cts.

TO POK-LAI-LAM OR QUARRY BAY.

Over two hours, ... 20 cts.
Return, ... 35 cts.
To Shaukiwan, ... 35 cts.
Return, ... 35 cts.
To Aberdeen, ... 35 cts.
Return, ... 35 cts.

If an extra Coolie is employed, the fare will be double.

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BOAT AND COOLIE HIRE.

1st Class Cargo Boat of 8 or 900 piculs, per Day, ... \$3.00.
1st Class Cargo Boat of 8 or 900 piculs, per Load, ... 2.00.
2nd Class Cargo Boat of 600 piculs, per Day, ... 2.50.
2nd Class Cargo Boat of 600 piculs, per Load, ... 1.75.
3rd Class Cargo Boat or Ha-kan Boat of 300 piculs, per Day, ... 1.60.
3rd Class Cargo Boat or Ha-kan Boat of 300 piculs, per Load, ... 1.00.
3rd Class Cargo Boat or Ha-kan Boat of 300 piculs, Half Day, ... 50 cts.

Sampans.

or Pullaway Boats, per Day, ... \$1.00.
One Day, ... 50 cts.
After 6 p.m., ... 10 cts extra.
Nothing in this Scale prevents private agreements.

STREET COOLIES.

Scale of Hire for Street Coolies.
One Day, ... 33 cts.
Half Day, ... 20 cts.
Three Hours, ... 12 cts.
One Hour, ... 8 cts.
Half Hour, ... 5 cts.
Nothing in the above Scale to affect private agreements.

Merchandise Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, triple, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though written by hand, do not bear the character of an advertisement or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

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